

# THIRTEEN BODIES ARE RECOVERED

### Full Extent of the Railway Disaster at Norfolk Now

Known.

---

MANY DAYS MUST PASS  
BEFORE TRAFFIC IS OPEN

Farmer With an Ax Saved  
Lives of Thirty-Five  
People.

NORFOLK, Va., Aug. 18.—The removal today of two Atlantic Coast Line cars, which plunged into the open draw at Elizabeth river yesterday afternoon, resulted but one battered, steel-framed

reached but two bodies in the first car, making the number of bodies recovered thirteen, with five persons missing. None of the injured now in the hospital will die, but a majority of them will be sent to their homes in a day or two. The bodies of the dead will be forwarded to their homes tomorrow.

### Death List Complete.

A careful examination of the bottom of the river showed no more bodies, and the railroad officials are convinced that the death list is now complete, though reports are still current of a much heavier loss of life.

All day long the operations of the res-

There were reports that in the raising of one of the submerged cars the end of the coach was loosened and bodies were washed back into the stream and floated away with the tide. Later reports, however, denied this story.

In reporting to the Atlantic Coast Line officers here, Superintendent Wootton announced that "the two old coaches" had been gotten out, together with four sets of trucks, and that two more dead had been found. These referred to an unknown colored man and an unknown colored woman. Thousands traveled to Bruce's Station today. The work of the

Traffic on the Atlantic Coast Line over this route had been necessarily suspended, and the trains are being brought in by connection with the Seaboard Air Line at Suffolk. Two weeks of forced labor will hardly repair the broken draw.

J. J. Thompson, a farmer, displayed considerable heroism when the disaster occurred. He leaped to the second coach cut a hole in the roof and extricated thirty-five people just before the car became completely submerged. Cleveland Thompson, his son, who was an eye-witness of the disaster, today declared that

Engineer Reigs stuck to his post and telegraphed the approaching train to stop. The flag used at the bridge had faded so from long use that it was almost white. The draw was open for a tug which, by quickly reversing engines, narrowly escaped being caught by the falling locomotive and cars.

**MULES ARE PROFITABLE**

Average Farmer Not Aware of Profit

The average farmer is probably not aware of the fact that an average mule sells for \$10 a head more than horses. Such is the case, and the price has been gradually rising for a number of years. There has never been what would be

The ability of the mule to endure great heat has brought it into more general use in the Southern States where large farms are devoted entirely to cotton-raising, and the farmers

to raising cotton, also the farmers of this country find the mule stands the work in the hot season in wheat fields much better than the horse. All men that have used mules know this to be a fact.

The mule matures more quickly than the horse, and can be placed on the

market from one to two years sooner than the average horse. This means a larger profit to the producers and a quicker return for the investment. A well-fed mule can be worked at 2 years of age with safety, if proper judgment is exercised by the driver. They are much less nervous than a horse, thus

not so liable to accident or blemish. A blemish that would make a fine horse unsalable would take but a trifle from a mule. The mule is less liable to wounds and blemishes for the reason that he is more careful about running into anything than a horse. You will see six or eight horses blemished and

The mule is a taxpayer and a mortgage lifter for the farmer; he is ready to sell at winning time, at one year, two years, or when he is broke to work. The mule is ready money at any age. The horse colt does not sell well until it is

**A NARROW ESCAPE**

The yellow fever was raging in the city of Vera Cruz that year, and one of the large West Indian liners which arrived on a certain day was obliged to anchor off to the harbor. A small boat, known as a dinghy, floated astern, and in this an active, young colored boy of about 15

was busily at work washing off the seats. The boat lurched over with a sudden dip as the boy bore his weight on one of the thwart, and Pedro heard a warning shout from the steamer's deck just in time to give one terrified glance around, and to hear a noise he knew only too well.

jumped overboard from the opposite side of the boat. For as he looked he caught sight of the jaws of a great shark which, spying this tempting morsel of a plump little ducky boy, had leaped toward the careened boat with open mouth. So vigorous was the shark's leap that as Pedro went over on one side of the boat the shark flopped in on the other. Not being

used to these surroundings, and mistaking his prey, he floundered around until his head bore down the gunwale, and he slid from the careening boat into the sea again before the people on the steamer could fling a harpoon at him. Almost as he disappeared poor Pedro's head popped up on the opposite side of the boat, and in a terrible fright he clambered into the

youngly again, as the hungry sea-monster, young darker as ever had a narrow escape. Had he not thus saved himself from the man-eater, help from the steamer would have been necessary, and even then it is more than probable that the boy would not have been saved. This is a remarkable instance of the ferocity of a shark seeking his prey out of the water.

W. A. Johnson, in St. Nicholas.